



Blake Trask, Chair
Max Hepp-Buchanan, Secretary
Ann Boyd
Allegra Calder
Matthew Crane
Sean Cryan
Gabe Grijalva
Kelsey Jones-Casey
Neal Komedal
Anna Telensky
Jean White

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: October 6, 2010/6:00 p.m. – 8:00 p.m.
Chair: Blake Trask
Recorder: Allegra Calder
Location: Seattle City Hall, L204

Minutes Distribution List:

See Attachment A

Members Present:

Ann Boyd; Allegra Calder; Kelsey Jones-Casey; Sean Cryan; Gabe Grijalva; Max Hepp-Buchanan (Secretary); Neal Komedal; Anna Telensky; Blake Trask (Chair); Jean White

Members Absent:

Matthew Crane

Guests:

Doug Cox (Seattle Department of Transportation, or SDOT); Sam Woods (SDOT); Josh Cohen (Publicola); Sierra Hansen (Seattle City Councilmember Mike O'Brien's Office); Rebecca Deeher (Mayor's Office); Barbara Gray (SDOT); Oran Viriyincy (SDOT); Adam Parast, (University of Washington); David Amiton (University of Washington); Liz Nixon (Bike Works); Tom Fucoloro (Seattle Bike Blog); Dylan Aheam (Beacon Bikes); Aili LePard; Andreas Breuer; Niall Morin; Donna Hartmann-Miller

MEETING CALL TO ORDER

- Meeting was called to order at 6:00 p.m. by Blake Trask.

PUBLIC COMMENT

- Members of the public:
 - Aili LePard – provided an update on the Spokane Street Viaduct construction work and its impact on the corridor connecting West Seattle to Downtown/SODO.

PRESENTATIONS

Time: 6:10 p.m.

Topic: Walk Bike Ride and Potential Projects from New Revenue Sources

Presenter: Rebecca Deeher, Mayor's Office and Barbara Gray, SDOT

Purpose: Provide an update on Walk Bike Ride Program and potential projects that would benefit from increased revenue generated by an increase in the Commercial Parking Tax and vehicle license fees resulting from the creation of a Transportation Benefit District (TBD)

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
Resolution 25534

Findings / Critical Points:

- **Walk Bike Ride** is organized around the following goals:
 - Update the Transit Master Plan to complement Bike and Pedestrian Master Plans and establish long-term vision.
 - Implement projects early.
 - Engage the public – Walk Bike Ride Challenge had almost 1000 participants; holding community meetings and continuing to look for other ways to involve the public.
 - Focus on future funding – City budget is a focus, but state and federal funding sources are also being looked at.
 - Protect and expand transit – the current revenue situation will cut Metro service; focus will be on new funding opportunities.
 - Focus on places – corridors go through places with businesses and residents; integrate Walk Bike Ride principles into neighborhood planning.
- Walk Bike Ride program takes equity and health outcomes into consideration.
- Candidate projects to be funded with potential new revenue:
 - The list was drawn from base information that reflects a lot of existing programs. In addition, projects from the Bike and Ped Master Plans were also added as candidate projects for funds coming from Commercial Parking Tax and Vehicle License Fees.
 - Incremental funding may allow for additional projects. Neighborhood Street Fund applications are another way to identify projects.
 - The creation of a transportation benefit district (TBD) will establish a committee to decide how to spend the money. Estimated are for \$3.6M the first year (won't be in effect for a full year), and about \$6.7M the next.
 - This revenue will allow the City to retain core services that cannot otherwise be paid for.
 - Parking Tax increases would also fund key projects beyond Walk Bike Ride, such as Stormwater Code Impacts and Emergency Services – assuming the additional 5 percent passes.
 - Some seed money for a bike share program, Commute Seattle, and safety education.
 - Budget hearings are going on currently. Northgate hearing is available online.
- Prioritizing for grant programs:
 - SDOT applies for a lot of grants and there are an increasing number of sources coming from the federal government. There are opportunities for grants from health agencies around active transportation and Safe Routes to School.
 - The Capital Projects Plan now incorporates environmental stewardship, Complete Streets, and social equity to better address grant criteria. On the large project side it's very helpful to know what the priorities are. For example, Lake to Bay Trail is a concept that has been out there for a while with a number of organizations acting as champions that have created a vision.
 - The more information we have about project specific priorities the better with respect to putting together grants. If SDOT presented grant opportunities to SBAB, it could help us tailor priorities.

SBAB Comments/Questions:

- Base budget levels for 2010 and 2011 are not here – should we assume they are fairly stable?
Answer: we can provide you with more information.
- Where are the big projects? Answer: The Transit Master Plan is new, and within program areas there are several projects. Linden Avenue Complete Streets Project would be fully funded with the new revenue and acceleration of Bike and Pedestrian Master Plan projects would occur.

- Do you need matching funds? Answer: Yes, and we get them from different sources. Bridging the Gap fund can often be used as the local match if there is a project in the vicinity, sometimes we have to reallocate funds.

SBAB Recommendations:

- SBAB would be interested in learning more about the grant opportunities available to see if we can help identify projects that might not be on the list.

Time: 6:50 p.m.

Topic: GIS-Based Bikeability Assessment and Investment Prioritization

Presenter: Adam Parast, University of Washington, Royal Institute of Technology and Transpo Group

Purpose: To give an update and receive feedback

Findings / Critical Points:

- Research was conducted while in Sweden at the Royal Institute of Technology.
- GIS Multi-Criteria Evaluations (MCE) – high-level, long-term decision making tool to help balance competing objectives in a transparent manner.
- Seattle has more challenges than many other cities with its islands of bikeability. The context of the city varies a great deal.
- Bicycle Route Choice Models – low-level, short-term tools that demonstrate how what you build affects how you get around. Can be done at the parcel level and is easily explained graphically.
- Work done was based on Cycle Zone analysis done on Portland, OR. It looked at large zones, was partly data driven, with some more subjective criteria as well.
- Analysis was useful to understand gaps and potential.
- MCE – Uses math to prioritize, transparent and objective, helps with decision-making, provides a check with intuition, handles uncertainty well.
- Current bikeability illustrates the city as experienced now:
 - Route Directness Index – over 2000 data points used. Straight-line distance divided by network distance, which produces a score. Street network was used for this, not trail network.
 - Facility Score – density and quality. Places with good scores are generally places where there is a multi-use path crossing other facilities. Data came from City so sharrows, lanes, signed routes etc. all were assigned a score.
 - Land Use Score – origin destination, intensity of use. Score changed depending on zoning.
 - Slope score – based on slope grade.
 - Barrier score – to get at intensity of traffic. Density of primary arterials but all north south streets and almost all east west streets are classified as arterials by the City. Needs to be readdressed and only affects downtown Seattle.
- Overall results – a lot of red because scores used the same range as Portland which is quite different, but wanted to make a comparison.
- Good tool to start discussion around strengths and weaknesses.
- Bike planning trends:
 - Continued emphasis on quantitative measures.
 - Prioritization is key.
 - Sensitivity to facility quality.
 - User type diversity.

- Ability to quantify and communicate facility benefit.
- Route Choice Modeling – work done at Portland State University.
- Gets at how people think about their routes. For example, will they travel out of their way to avoid a hill?
- Data does not include exercise trips.
- Can help assess impacts of a project – perceived reduction in travel distance because the quality of connection has been improved – and test investment scenarios.
- Can look at connectivity of an entire system or one route.

SBAB Comments/Questions:

- Can you quantify the number of bikers that will use the facility? Answer: No, not possible with this model – probably not with any model.
- Can we answer the question “Why not route bikes on non-arterials?” with this tool? Answer: Yes, if every intersection was coded.
- Could you integrate equality? Answer: Yes, you could take the map from Pedestrian Master Plan and layer it on.
- If you were looking at the five-year update of the Bicycle Master Plan, how would you use this? Answer: Try to get the factors that matter in there – most of them are already included and then score identified projects.
- SDOT puts together a prioritized project list but things might change based on reality on the ground. For example, what was originally designated as a bike lane might become a sharrow. Is that when you want to use Route Choice Modeling? Answer: Definitely a tool that works best on specific projects. It could be useful for SDOT to run prioritized projects through the tool.
- Can you factor in density using Census data to estimate the number of people that are likely to bike, based on age or some other factor? Answer: Yes, with GIS as long as you have the data, you can incorporate it, but there are decisions about when you add it and how much weight you assign to it.

Time: 7:40 p.m.

Topic: SDOT Update

Presenter: Doug Cox and Sam Woods, SDOT

Purpose: Update SBAB on SDOT’s progress on Bicycle Master Plan implementation in 2010

Findings / Critical Points:

- Turned on signal at Fremont and N 105th St. On our way to having a connection between Everett and Downtown Seattle.
- In the home stretch of completing sharrows and bike lanes for 2010. For SBAB reporting purposed, SDOT is working on adding in original bike plan recommendations and calling out sharrows or lanes.
- SDOT was asked to install on-street parking in Pioneer Square on the north side of street. However, the Community Association decided it was not going to have any on-street parking so it was removed.
- Ballard Ave on street parking installed near Trader Joes – great situation because not much room on the sidewalk due to utility poles and other stuff.
- Business requests for bike parking can go through website and it goes directly to Doug.

Time: 7:47 p.m.

Topic: Committee and/or Board Member Updates

Presenters: SBAB Members

Purpose: Provide updates on Committee meetings attended by SBAB members

Findings / Critical Points:

- Gabe Grijalva noted that SBAB made comments on the SR 520 technical white papers. Generally, SBAB is pleased with efforts and asked that we be considered for inclusion in future workshop efforts. Asked WSDOT to contribute funds to bike facilities.
- Blake reported that the SBAB Retreat is delayed because SBAB are trying to finalize Board membership with the Mayor's Boards and Commissions office. Agenda point for retreat: Capacity of members to attend meetings during work hours: what are our priorities?
- Working on finalizing Council Briefings; thanks to Max Hepp-Buchanan for organizing and scheduling.
- Neal Komedal and Blake Trask attended South Viaduct meeting. SBAB requested a bike lane over the "Little H" which has changed the alignment for the trails, but it's better in general. The trail is now wider with 12 foot trails and 2 foot buffers.
- Neal Komedal attended the Freight Mobility Advisory Committee meeting, which will be dissolved once the new Freight Advisory Board is created. There was a presentation from the Folk Park people emphasizing it as an alternative to the West Mercer Way pinch point. A new Freight Advisory Board with 12 members was recently created and will replace the Committee.
- Vanessa Murdoch from Department of Planning and Development (DPD) contacted Blake about Sound Transit properties around Capitol Hill stations. There will be a workshop on Saturday, October 16 from noon – 3:30 pm.
- Transit Master Plan Advisory Committee kicks off on Friday. Blake will attend the first meeting.
- Casey Jones-Kelsey requested that SBAB members use the subject line to state action requested or FYI when sending emails since there is so much email traffic.
- Jean White recently asked for an update on the Ship Canal Trail and found out that it appears they are working to begin Contract 2 of Phase 2 in the spring of 2011.
- Allegra Calder attended a project planning meeting for the Fairview and Fairview intersection bike and ped improvements. This project is surfacing a lot of issues related to the amount of free parking provided near the site, but there is a potential opportunity for a great project.

MEETING ADJOURNMENT

- Blake Trask adjourned the meeting at 8:00 p.m.

ATTACHMENT A

October Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT

Diane Sugimura, Director, Department of Planning and Development (DPD)

Stella Chao, Director, Department of Neighborhoods (DoN)

Doug Cox, Assistant Transportation Planner, SDOT Liaison

Eric Widstrand, Traffic Operations Manager, SDOT

Meeting Presenters: Barbara Gray, SDOT; Rebecca Deehr, Office of the Mayor; Adam Parast, University of Washington

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

Seattle Bicycle Advisory Board (SBAB) Board Members